

The Chapman Report



Published by the Golden Gate Lotus Club www.gglotus.org March/April 2015



Photo Credit: Dan Wise

An impressive line up of (almost) all Lotus cars takes over the road in La Honda on the way to Pillar Point Harbor at the start of the annual Anti-Football Drive January 24, 2015. See page 2 for more photos from the drive.



Some of the happy campers participating in January's Anti-Football Drive enjoy a lunch stop at Pillar Point Harbor.

March/April Meetings

Friday, March 20, 2015 – 7:30 PM

Host: Tom Chavez

Friday, April 17, 2015 – 7:30 PM

Host: Stawsh Murawski

More Photos from the Anti-Football Drive / January 24, 2015

Some statistics from the popular
drive (courtesy of Kiyoshi Hamai):

- ~ 21 cars on the road
- ~ 30 participants
- 25 on the Hiller Museum tour



Photo Credit: Dan Wise



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A GGLC First—Triple Drives to Jelly Belly and Dietsch Motorsports for Lunch/BBQ March 28, 2015

editor

Mark your calendars for an exciting day of Lotusing planned for March 28.

No matter where you live in the Bay Area, you should be able to join us for one of the planned Triple Drives—Drive I leaving from Sacramento, Drive II starting from the South Bay (Milpitas) and Drive III leaving from the East Bay (Livermore).

All the drives will meet up ~ 10 AM so that we can enjoy a factory tour at Jelly Belly in Fairfield.

After the tour, we drive en masse to the Grand Opening of Dietsch Motorsports in Vacaville featuring a Lunch/BBQ at Rob and Jen's new facility!

SOUTH BAY DRIVE:

After meeting in Milpitas, the drive will depart at 8:40 AM. Please be prompt and arrive at the starting point by 8:20 AM.

Starbucks - Calaveras &
Park Victoria
1197 East Calaveras Blvd,
Milpitas, 95035-5502

EAST BAY DRIVE:

Plan on an 8:45 AM departure from the N. Vasco Rd. Starbucks.

Starbucks
1502 N. Vasco Rd.
Livermore, 94551-9217

Belly Factory at ~10:00 AM.
We will then do a group tour
(and sampling!).

Jelly Belly Factory
1 Jelly Belly Lane
Fairfield 94533-6722

DRIVE TO DIETSCH

MOTORSPORTS

After the Jelly Belly tour, we will leave at 11:45 AM to drive to Dietsch Motorsports in Vacaville.

DIETSCH MOTORSPORTS BBQ

We will help Rob and Jen celebrate the

Grand Opening of Dietsch Motorsports with a BBQ starting at 12:30 PM.

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SACRAMENTO DRIVE:

Starting point and time: TBD

JELLY BELLY MEET UP and TOUR:

Each drive will end at the Jelly

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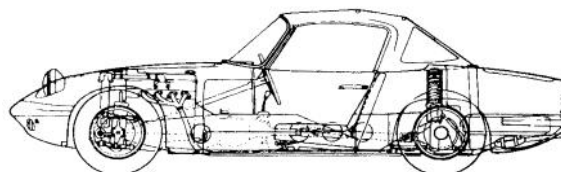
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The 2016 Lotus Evora Features Many Changes

Abstracted from multiple internet sources

New from Lotus, the Evora 400 is described as the fastest and most powerful production Lotus ever. The new car will debut at the Geneva motor show on March 3 ahead of first sales in August. The Evora 400 replaces the two lower-powered Evora models Lotus currently sells, and it marks a definite push upmarket for the acclaimed but slow-selling 2+2 sports car.



The new car, lighter than the current Evora S by ~50 lbs, is the firm's first serious model launch since the leadership appointment nine months ago of seasoned automotive executive Jean-Marc Gales. According to Gales, "The new Lotus Evora 400 joins the Elise range, with the new S Cup grabbing the recent motoring media headlines, and the Exige S, enhanced with an exciting new automatic option, sharing the growth in numbers. Our strategy is being borne out. We work to maintain the lightness, purity and performance of our products as we love our cars and we know that our customers do too. The Lotus Evora 400 is a pinnacle of achievement but we shall continue to aim higher in the months and years to come."

In the performance arena, a new supercharger and charge cooler bolted on the Toyota-sourced 3.5-litre V6 hike power by 54bhp compared to the current supercharged Evora S. This performance increase cuts the 0-60mph sprint time by 0.5 sec to just 4.1sec. Top speed is now 186mph. In addition, the new bodywork accounts for a Cd rating of 0.33 and up to 70 lbs of downforce at 150 mph. The drag is 0.02 lower than that of the current model, while the downforce is doubled, enhancing high-speed stability.



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Weight reductions have come from many areas of the car, primarily through attention to detail. It is the Lotus approach: brackets were designed precisely, correct materials were selected and, wherever possible, we strived for multi-functionality. All Lotus staff at Hethel are given the opportunity to contribute to reducing the weight of each Lotus model within the Lotus 'Lightweight Laboratory', where every component is scrutinized to determine where "lightness can be added".

A comprehensive round of changes has also resulted in an all new interior for the Lotus Evora 400, and the high-tech aluminum bonded and extruded chassis has been redesigned to improve both entry to and exit

from the cockpit. These changes to the chassis have been achieved without degradation of either torsional or bending stiffness.

The all-new front seats are lighter (by more than 6 lb each) and provide greater support for both driver and front passenger.

As befits a driver-orientated car, a new lightweight forged magnesium steering wheel with a red race-inspired position stripe and a revised instrument cluster (white on black graphics) have been included. Switchgear and ergonomics have also been improved significantly, and, for the first time, an engine start-stop button has been fitted.

Sales of the current Evora have slumped below those of the entry Elise and track-focused

Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
March 18	Dinner/Meeting	Sacramento Chapter
March 20	Meeting/Social	Castro Valley
March 28	Drive / BBQ	Vacaville
April 15	Dinner/Meeting	Sacramento Chapter
April 17	Meeting/Social	Los Gatos
April 19	AutoX/Round 1	Marina
April 26	Pacific Coast Dream Machines	Half Moon Bay
May 9	AutoX/Round 2	Marina
May 15	Meeting/Social	TBD

See www.gglotus.org for additional information about upcoming events.



Scan to get current GGLC calendar on your mobile device.

Exige sports cars, but Gales is banking on renewed interest in the revised car.

It is expected that the Evora 400 will also lift sales since it will be U.S.-compliant again with improved airbags. Sales in the U.S. are expected to begin by the end of the year. In addition, a roadster version is planned for next year, Gales said.

Time to Make Plans for LOG 35

by Ross Robins, LOG 35 Event Chairman

John Muir, pioneer environmentalist and founder of the Sierra Club, was quoted as saying "*The Mountains are calling and I must go...*" We at Lotus Colorado (LoCo) have adopted that quote as our mantra as we host the 35th Lotus Owners Gathering, aka LOG 35.

We are excited to offer four full days in Colorado Springs, CO, for LOG 35, and we encourage our Lotus friends at GGLC to join us for all the fun August 21-24, 2015.

So, what is planned for LOG 35? For starters, we found a great hotel, the Colorado Springs Marriott, offering a special rate of \$119 per night including all resort fees (no added fees for parking, internet access or other amenities). However, it is important to make your reservations *right away* if you're hoping to come to LOG 35, as the hotel is already half sold out. (Note that reservations are cancellable with no penalty until August 2015.) Find all the information you need at:

www.lotusownersgathering.com.

LOG 35 begins Friday with a free evening "Welcome Reception" where LOG veterans will rekindle old friendships and first-timers will forge lasting new ones; you can also check out some special Lotus cars parked near the reception pavilion.

A commemorative panoramic photo with the Garden of the Gods as backdrop will kick off Saturday's full day of events. Tech sessions, a Concours, a catered lunch, games and ample

car talk will highlight the day. Later that evening, a cocktail hour and banquet will feature several award presentations and door prizes. Our special guest speaker, Bobby Unser, will take the stage to give us a glimpse into his Lotus experiences--especially the '64 record he set on Pikes Peak in the Sports Car Division in a Lotus 23 (that has never been broken). If you have not heard Bobby speak you are in for a treat—he is colorful, direct and opinionated!

Sunday's activities include a group assault of Pikes Peak, with a discounted pass and a private gate to make it a "Lotus road" up America's mountain, all to ourselves, all the way to the top! There will also be great local road drives, an Autocross, and dinner. Monday will feature an exciting track day experience at Pikes Peak International Raceway (PPIR).

Since there is no WCLM for 2015, we would like LOG 35 to be your big Lotus event for the year. The members of LoCo can't wait to show you around our majestic, yet laid-back and friendly, state for which Lotus cars are the perfect, maximum fun vehicle. Whether you wish to



shave seconds off your track and autocross times at PPIR, drive some of the twisty mountain roads in Teller County, experience your own Pikes Peak Hill-climb, or all of the above, Colorado Springs offers an amazing array of temptations to satisfy your inner child who still plays with cars.

For the rest of the family, we are working with our Conference and Visitors Bureau to provide package or discounted fees for area attractions, which include: hiking/biking at Garden of the Gods, the Cheyenne Mountain Zoo, the Broadmoor, world class dining at reasonable prices, and so much more. Plus, your base camp Marriott Hotel, ideally located for all of it, will guarantee the LOG 35 special room rates are good for five days on each side of LOG!

The mountains are *indeed* calling us, and we *must* go... to LOG 35!



My First Lotus/ 1964

by Joe Dyer

(Editor's Note: Many thanks to Joe's son, Neill, for providing this classic story from Joe that first appeared in one of the early issues of the Chapman Report.)

Prologue by Kiyoshi Hamai--

As I read the following article from the pen of Joe Dyer, I couldn't help but get watery eyed. Joe and his wife Bettye were dear friends and early members of the GGLC. Joe was a car fanatic, not the muscle car type, but he loved agile, unassuming cars that could blow the doors off anything from Detroit, "Sleepers." I think the first time I met Joe was at an autocross; he was there with his Lotus Cortina. I'm not quite sure what Bettye thought about it, but Joe made sure his kids could drive by giving them driving lessons at the autocross events! Joe also had a wicked sense of humor. One time his neighbor put an unwanted American Standard toilet curbside for pick up on an annual trash day. Driving by, Joe came to a screeching stop, jumped out of the car and promptly sat on the free-standing porcelain commode, and, even with Bettye's protests, he had her take a photo of him sitting on it while reading the latest issue of the Chapman Report! Then there was the GGLC's classic "prank"—we elected Joe club president when he was absent from the club meeting because he was in recovery at Stanford Hospital after quadruple by-pass heart surgery!

As you read this, I think you'll get a few glimpses of Joe's humor, his playfulness and his love for his cars and family.

In late 1963, the car magazines were carrying pictures and road tests of the new Elan from Lotus. I heard that Bob Challman in LA was to have a few by early 1964. But before I get too far into the story, I had better give you some background.

I began autocrossing in 1958 with my first sportscar. Well, I guess it was really a touring car—a Fiat 1200 roadster in baby blue. Although underpowered (65 bhp), it was a good tourer, at least as long as you didn't have to climb too many steep hills!

Then, in the fall of 1959, I saw my first Sunbeam Alpine at the SF Imported Auto Show. The first production one delivered in the Bay Area went to Stan Burberick Dodge in Mountain View, and it became mine in January 1960. (The Lotus Elite had come into the area earlier, but, priced at over \$4K, I felt it was too expensive. However, I did test drive one at Rod Carveth's in Redwood City.)

In 1963, I was transferred by my employer to Huntsville, AL. I had my Alpine shipped by rail to Birmingham. The chains they used to tie it down wore through the thin sidewall rubber on my Bruce's slicks recaps (used for street and autocrossing).

Most of the rest of 1963, I was regularly taking Top Time of Day in regional events that took place in Nashville, Chattanooga, Knoxville, Florence and Huntsville.

Then in early 1964, a guy named Chuck Ferguson moved into the area with a Porsche Speedster that he had set up for

autocrossing. Try as hard as I could, I was not able to beat the sucker!

So, by March 1964, I was thinking about an upgrade. The Sunbeam Tiger was new on the scene, which might be a good choice. I drove a friend's Cobra, but felt it was too cramped for my long legs. I also drove a Corvette, but in those days they did not have power steering, which made it a handful to drive on a twisty course. Then I wrangled a business trip to LA and was able to drop in on Bob Challman's showroom to see the new Elan. But, alas, he had run afoul of the State of CA on importing them, and his cars were still in impound on the dock in Long Beach awaiting a resolution of the red tape issues. So the real reason for my trip to LA was down the tubes.

Meanwhile, I had been crewing for Jim Baker, a Florence, AL, dry goods merchant who was racing a Lotus 23. One night I told him that I had decided I wanted a Lotus Elan. He said, "Would you like me to get one shipped over for you? I have some money over there on deposit for a Lotus 30, but they can't seem to get the bugs out of it to make it competitive." I said, "Yeah, let's do it!" The next day, Jim called me to tell me that the factory had some Elans on the dock at Liverpool ready to ship, and they would put a white one (the only option I chose) on the next ship to New Orleans. The price was \$3900, which was pretty steep in those days.

Jim sent a dry goods truck from Florence to New Orleans,

(continued on p. 8)

picked up the Elan and delivered it to me just 10 DAYS AFTER WE AGREED TO DO THE DEAL! So, I became the proud owner of the very first Lotus Elan in the Southeast U.S., and I was, once again, invincible in the entire region in autocrossing competition!

Two weeks later, my wife, Bettye, and I drove the Elan to Pensacola, FL to attend the Fiesta of Five Flags U.S. Road Racing Championship where I was a Pit Marshall. To my utter astonishment, I watched a factory team of Lotus Cortinas keep up with the factory Cobras. I started thinking—Gee, if I had one of those, I could take the 3 kids along on the twisty country roads instead of hiring a babysitter. But that's another story. Later, maybe.

When the Elan was 5 months old with 4K miles, I was on my way home from work one day and it decided to break a rod bolt. Turns out the early motors were prone to this problem until the factory upgraded the bolts in later models. Fortunately, the factory agreed to replace the broken parts, but they insisted on having an authorized dealer do the engine rebuild. A friend helped me remove the engine, and I shipped it to the closest dealer—operated by Ed Tucker and Homer Rader in Dallas. The car was out of service for 3 months.

Shortly after getting the Elan back on the road, it was rear ended by a Karmann Ghia on a batch of glare ice. Another racing friend, Dick Hackman, who had experience building fiberglass Forumla Junior bodies

helped me repair the damage and re-paint the whole car—this time metallic silver.

In April of 1965, I was transferred back to the Bay Area, which was a good excuse to drive the Elan cross country. This was a delightful experience. My average speed was over 60 mph!

During the last half of the trip, though, I began to have trouble with my eyes burning. It was only after I arrived in CA that I realized I was cooking the battery (located behind the passenger seat) because of a faulty voltage regulator. I had driven all the way with the top up, and the acid fumes from the cooking battery had almost asphyxiated me!

The Elan was sold in December 1965 to a young lady in Berkeley. It was only a year and

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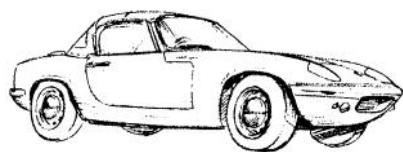


Lotus of the Desert

a half old, but it had been through a lot—and 13K miles. It dripped about 1 quart of oil per week and burned the other three per month.

I advised the new owner to check and top up the oil very frequently. Alas, a couple of months later, her mother called me to complain that the engine had seized up.

I don't know what became of my little silver Elan after that, but if you happen to run across one that has angle iron welded to the vacuum box frame cross member to attach a tow bar that also has engine # LP-0819, it was my first Lotus.



A Busy Weekend for the Sacramento Chapter January 24-25, 2015

by Rick Buonassisi

Starting with a winery tour on Saturday and finishing with a Tech Day on Sunday, the Sacramento Chapter had a full weekend of fun to kick off the new year.

We had a great turnout for Saturday's winery tour, especially considering that I only had 2 confirmed on the Tuesday before. When the day came, we had 7 Lotus cars and 3 Jaguars attend. We broke through the fog bank about 10 miles in, and temps went up to about 70°F! We toured and tasted at two top wineries. One featured the oldest winery museum in the U.S. I had the group stop and eat lunch to be sure all were safe from the

tasting part of the adventure. We then proceeded on a 2-hour adventure driving some backroad twisties through the mountains.

Everyone was extremely pleased with the adventure, and there was a strong suggestion to make it an annual event. Many thanks go to my wife Theresa for mapping out the route.

Following this day enjoying our cars on the road, it was time to take care of some maintenance



issues during a very successful Tech Day at Doug Stabler's shop. You can get a feel for some of the good work that was done from the accompanying photos.



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Riding a Lotus Bike

by Guest Contributor Olivier Boss

(Editor's Note: Olivier is Mel Boss' cousin.)

When I was in Geneva in early December 2014, I had an opportunity to ride a very special Lotus bicycle, a carbon fiber track bike that was made for the Hour Record. The Hour Record is an individual competition focused on maximizing the distance covered in a 60 minute period of cycling, starting from rest.

This particular Lotus bike utilized the same frame that British professional cyclist Chris Boardman had used when he beat the Hour Record (world record) in 1994. Daniel Girard, a bike mechanic, bike store owner and previous professional cyclist (in the '70s) built the bike for me to try/test for a possible future attempt at beating the Hour Record at the Geneva velodrome, *Vel d'Hiv*.

My own experience in this competition goes back to 1995, when I broke the Hour Record of the Geneva cycling track twice (46.289 km and 46.608 km). At that time, I had a mechanic/sponsor, Charly Rinsoz, make my bikes (in steel). Charly sold his bike store and retired 2 years ago.

The Geneva velodrome, while excellent and fast, is too short to allow breaking the world Hour Record. The Geneva track is 166.67 meters per lap and has very tight and steep bends. Tracks that are 200 to 300 meters long (with less tight bends)

are best for attacking world records. The peak centrifugal force experienced in Geneva's tight bends is very high, and it is a challenge to withstand those forces over the one hour time of the competition. Also, Geneva is

about, perhaps, attempting another assault on the Geneva Hour Record. The problem is that I live in Boston, not Geneva, now, and I am quite busy building a biotech company ...

Anyway, when I was in Ge-



at a relatively low altitude (420 m, 1,400 ft.), whereas the Hour Record was often set on high-altitude tracks where the air is less dense, (i.e., air resistance is lower). For instance, one of the world's most famous cyclists, Belgian Eddy Merckx, broke the Hour Record in 1972, covering 49.431 km on the high-altitude velodrome of Mexico City.

As I have been feeling very strong in the last few years, and have even been able to improve my capacity for high-intensity, one hour rides (on stationary bikes), I thought

neva a few months ago, I went to see Daniel Girard at his bike store, and told him about my "itch". Daniel (who was the organizer of the competition "Hour Record of the Geneva cycling track" in 1995) knew that I had kept in shape in the last 20 years, and he told me he had a Lotus "Hour Record" bike frame stashed away in his cellar!

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petitive Lotus bike, a pair of carbon fiber paracular wheels (from a friend in Geneva), and that people from the local velodrome commission (the city of Geneva owns the track) are accommodative

to my doing tests on the track, and possibly attempting to break the Hour Record in the next year or two.

In the near future (the next 1-2 times I travel to Geneva), I'll do more testing on the track with the Lotus bike, a pair of paracular wheels, and get some timing over half an hour or even a full hour. After that, I'll see how strong I am, and if there's any chance that I could beat my 20-year-old record.

He proposed we use this Lotus frame as the basis of a bike for me so that I could try it and see how I feel now—18 years after I last time rode a bike on the track.

Four days later, I had a Lotus bike set to my dimensions, and I booked the Geneva track for me (alone) for an hour. After just a few seconds on the track, I felt very much like I did the last time I was there. In short, it felt really good, and I was even able to push it a little bit over 20-30 minutes. The wheels I was using were relatively low-key, however, and had just regular spokes (they were the only ones available on short notice). There is no doubt the bike will be even faster (more aerodynamic and more rigid) with paracular (disk) or stick (trispoke) carbon fiber wheels similar to what I used for my 1995 Hour Record effort.

In summary, the Lotus bike is fantastic, the test went well, and I took note of all the details about my position on the bike as well as what could be optimized towards making a serious attempt at the Hour Record (of the Geneva track). I now know that I will be able to use a very com-



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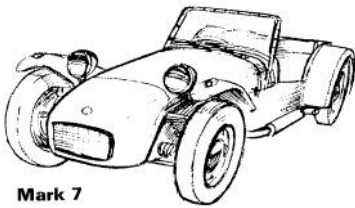
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Mark 7

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Contributions to the Chapman Report are accepted and encouraged. Please email them to chapmanreport-at-gglotus.org in MS Word, rtf or ASCII text.

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